

**TOWN OF BLACKSBURG**  
**CHANGE OF ZONING CLASSIFICATION APPLICATION (REZONE)**

This application and all accompanying information must be submitted in full before the Rezoning Request can be accepted by Town staff. Once the Planning and Building Department accepts the application, it will be referred to the Planning Commission and Town Council for consideration. The application and all accompanying information will become conditions of approval. Proffered conditions of approval are binding. Please contact the Planning and Building Department at (540) 961-1126 for application deadline or questions, or to schedule the **required** pre-submittal meeting.

The following items **MUST** accompany this application for the Town of Blacksburg to accept this application for processing and review. Any items submitted cannot be larger than 11x17 in size:

- 1) Written, signed consent of the property owner. If the applicant is the contract purchaser, the written consent of the property owner is required
- 2) One copy of a site plan with surveyed boundaries for the property showing the lot, existing and proposed structures, site improvements, parking areas and spaces, and any other information necessary to determine the ability to meet the Zoning Ordinance site development standards, Use & Design standards and physical compatibility with the neighborhood
- 3) Building elevations for all proposed buildings -or- elevations showing any changes to existing buildings
- 4) Vicinity map (may be included on the site plan) showing surrounding uses, zoning districts, buildings and other improvements within 300' of the property
- 5) Legal description of the property
- 6) Completed VDOT 527 (Traffic Impact Analysis) Form
- 7) A list of adjacent property owners (including properties across a street) and their addresses, plus the cost of CERTIFIED FIRST CLASS postage for notifying each adjacent property owner (no stamps, please)
- 8) Fee of \$100 for the Town of Blacksburg to post all public hearing signs. **Please note:** The applicant may choose to post the property, using signs provided by Town Staff, and not be subject to the posting fee
- 9) Fee of \$1500 for Rezoning, or \$2000 for Planned Residential Rezoning, or \$1000 for amendment to existing Planned Residential District. Please make your check or money order payable to the TOWN OF BLACKSBURG
- 10) Proof of pre-submittal meeting between Town staff and applicant/agent
- 11) Prior to the initiation of an application for Rezoning, or prior to the issuance of final approval, the applicant shall produce satisfactory evidence that any delinquent real estate taxes owed, which have been properly assessed against the subject property, have been paid (§ 1150)
- 12) Any applicant for a Rezoning shall make complete disclosure of the equitable ownership of the real estate to be affected including, in the case of corporate ownership, the names of stockholders, officers and directors, and in any case the names and addresses of all of the real parties of interest. The requirement of listing names of stockholders shall not apply to a corporation whose stock is traded on a national or local stock exchange, and which corporation has more than 500 shareholders (§ 1110)
- 13) Proffer statements that meet the requirements as stated below
- 14) Digital copies (PDF) of all application materials are required at the time of submittal, or within 10 working days of the submittal date.

**RECEIVED**

OCT 03 2016

**SIGNATURE OF APPLICANT/CONTACT PERSON + PRINTED NAME:**

 A.P. Sagar

DATE: 9-30-16

Planning and Engineering  
Department

By signing this application, I affirm that this application is complete and all required items are included

**SIGNATURE OF PROPERTY OWNER + PRINTED NAME:**

 A.P. Sagar

DATE: 9-30-16

By signing this application, I affirm that this application is complete and all required items are included

Location or Address of Property for Rezoning: 911-1011 University City Boulevard

Tax Parcel Number(s): 225-A 36

Acreage: 11.893 acres

Present Zoning District: RM-48

Proposed Zoning District: PRD

Present Use of Property: Apartments

Proposed Use of Property: Apartments/Townhomes (student housing)

Is this request for an amendment to an existing Conditional Zoning or Planned Residential District? No

Previous Rezoning Ordinance Number n/a

**APPLICANT/MAIN CONTACT PERSON (Contract Purchaser if applicable)**

NAME Sturbridge Square, LLC

ADDRESS: 1001 University City Blvd

Blacksburg, VA 24060

PHONE: 650-270-7067

EMAIL: apsegar@yahoo.com

**PROPERTY OWNER(s)** (If property is held in an LLC or other corporation, names of all partners must be disclosed.

All names of members or beneficiaries of a trust must also be disclosed. Signature blocks for multiple property owners may be obtained on separate sheets if needed)

NAME: Sturbridge Square, LLC

ADDRESS: 1001 University City Blvd

Blacksburg, VA 24060

PHONE: 650-270-7067

EMAIL: apsegar@yahoo.com

**ENGINEER/ARCHITECT (optional)**

NAME: Balzer & Associates, Inc. (Steve Semones)

ADDRESS: 448 Peppers Ferry Road

Christiansburg, VA 28473

PHONE: 540-381-4290

EMAIL: ssemones@balzer.cc

**DESCRIPTION OF REZONING REQUEST**

Section 15.2-2286(A)(7) of the State Code of Virginia states that, "Whenever the public necessity, convenience, general welfare, or good zoning practice requires, the governing body may, by ordinance, amend, supplement, or change the regulations, district boundaries, or classifications of property. **It is the applicant's responsibility to provide a narrative outlining the following information in order to assess the public necessity, convenience, general welfare, or good zoning practice of the request** (attach additional pages if necessary).

Need and justification for the change in zoning classification See attached.

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Identify any anticipated effect of the proposed change on public services and facilities See attached.

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Justify appropriateness of the property for the proposed change, as it relates to the intent of the zoning district requested and applicable use and design standards for all proposed uses See attached.

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Relationship of the proposed change to the Comprehensive Plan (Include FLU designation) See attached.

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Way in which the proposed change will further the purposes of the Zoning Ordinance and general welfare of the community See attached.

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**PROFFERED CONDITIONS**

Potential proffers can be discussed as part of the presubmittal meeting, and should also be a part of the discussions with staff early in the review process.

**PROFFERED CONDITIONS, IF ANY, MUST:**

- 1) Be prepared by an attorney and be completed and accepted by the Town prior to the advertising for the Planning Commission Public Hearing;
- 2) Have a reasonable relationship to the rezoning;
- 3) Not include a cash contribution to the Town;
- 4) Not include mandatory dedication of property; and
- 5) Not include payment for construction of off-site improvements. The rezoning must give rise to the need for the conditions and the conditions must be related to the physical development or physical operation of the property and be in conformity with the Comprehensive Plan

Attach proffer statement with application.

**OWNER CONSENT STATEMENT**

I/We the owner(s)/applicant/contract purchaser(s) of the property described on this application do hereby apply for a change of zoning district classification described on this application.

I/We state that no application for a change in zoning district classification, substantially the same as this request, has been considered by the Town Council for the above-referenced property, or any part thereof, within one year prior to the date of this application.

  
\_\_\_\_\_  
SIGNATURE OF OWNER/APPLICANT

9-30-10  
\_\_\_\_\_  
DATE

RECEIVED

January 1, 2012

OCT 03 2016

Planning and Engineering  
Department

OFFICE USE ONLY

Date Received: \_\_\_\_\_

RZN# \_\_\_\_\_

CUP# \_\_\_\_\_

TOWN OF BLACKSBURG

VDOT TRAFFIC IMPACT ANALYSIS (TIA) SUPPLEMENTAL APPLICATION

*This application, appropriate fee, and accompanying documentation must be submitted in conjunction with the corresponding rezoning, conditional use permit, or comprehensive plan amendment before any application can be reviewed by staff. If you have any questions, please contact the Planning and Building Department.*

Name of Development: Sturbridge Square Planned Residential Development  
Address/Location: 911-1011 University City Boulevard  
Tax Map Parcel: 225-A 36  
Size of Site: 11.893 acres  
Proposed Use: Multi-Unit Residential  
Current Zoning District: RM-48  
Existing Future Land Use Classification: High Density Residential

This application is submitted in conjunction with a

☒ Rezoning Application. Proposed Zoning District: Planned Residential District (PRD)

☐ Conditional Use Permit Application. Proposed Conditional Use: \_\_\_\_\_

☐ Comprehensive Plan Amendment. Proposed Future Land Use: \_\_\_\_\_

This is the ☒ first, ☐ second, ☐ third or subsequent submission of the TIA for review by VDOT.

A traffic impact analysis ☐ is ☒ is not required for the proposed project:

1. ☐ Yes or ☒ No, the site is located 3,675 feet along the vehicle path of traffic which is less than 3,000 feet from VDOT maintained roadways, or is within 3,000 feet of a non-limited access state controlled highway, or is within 3,000 feet of a connection to a state limited access highway.
2. **If the answer to question #1 is Yes, complete the following:**
  - a. ☐ Yes or ☒ No, the proposed development generates 3,482 vpd which is greater than the VDOT requirement of 5,000 vehicles per day.
3. ☐ Yes or ☒ No, the proposed comprehensive plan amendment results in substantial impact of 5,000 additional vehicle trips per day or results in substantial changes to the existing transportation network and infrastructure of state controlled highways.
4. ☐ No, a new TIA study is not required because a previously submitted TIA is still applicable for the project site. (Note: the appropriate documentation must be attached to this application)
5. ☐ Yes or ☒ No, a VDOT Scope of work meeting has been held.

**If a TIA is required, please provide the following information:**

Name of Property Owner(s): N/A

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Email address: \_\_\_\_\_

Applicant to whom review comments will be sent: N/A  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Email address: \_\_\_\_\_

Project Engineer who prepared TIA (if different from applicant): N/A  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Email address: \_\_\_\_\_

**Please check all applicable boxes of information submitted with this application:**

1. **Review Fee Check made payable to VDOT for**  
*First, Second or Third review by VDOT*  
☐ Rezoning or Conditional Use Permit request  
☐ Low volume road submission 24VAC30-155-40 A 3: \$250  
☐ All other submissions: \$1000  
☐ Comprehensive Plan Amendments: \$1000
2. **For the Town of Blacksburg, please provide a *digital submission of the following:***
  - a. ☐ **One signed copy** of the Town's VDOT Supplemental TIA application.
  - b. ☐ **One complete copy** of the TIA submitted to VDOT including a completed checklist of information and signed scope of work meeting agreement.
  - c. ☐ **One copy** of the VDOT review fee check.
  - d. ☐ **One copy** of letter and supporting information documenting why a new or updated TIA is not required for this project.
3. ☐ **For VDOT, three paper copies** of the complete Traffic Impact Analysis. Forms and additional information can be found at <http://www.virginiadot.org/projects/chapter527/default.asp>

***By signing below, I acknowledge that all information on this application and included in the supporting documentation is correct and accurate, and has been prepared by an appropriate licensed professional.***

SIGNATURE OF APPLICANT: \_\_\_\_\_

Date: 10/3/16

**For Staff Use Only:**

☐ First Submission ☐ Second Submission ☐ Third or Subsequent Submission

Reviewed and Accepted as complete by \_\_\_\_\_ Date \_\_\_\_\_

TIA forwarded to VDOT by \_\_\_\_\_ Date \_\_\_\_\_

Rejected by \_\_\_\_\_ Date \_\_\_\_\_

Reason for rejection: \_\_\_\_\_

*Town of Blacksburg, Planning & Building Department  
300 South Main Street • PO Box 90003, Blacksburg, VA 24060-9003  
Phone: (540) 951-1126 • Fax: (540) 951-0672 • [www.blacksburg.gov](http://www.blacksburg.gov)*

**REZONING APPLICATION  
FOR**

**STURBRIDGE SQUARE  
PLANNED RESIDENTIAL DEVELOPMENT  
Blacksburg, Virginia**

**TAX PARCEL  
225-A 36**

**OCTOBER 3, 2016**

PREPARED FOR:  
STURBRIDGE SQUARE LLC  
P.O. Box 631  
Midlothian, VA 23113

PREPARED BY:  
BALZER & ASSOCIATES, INC.  
448 Peppers Ferry Road, NW  
Christiansburg, VA 24073

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## **I. Land Use Plan**

### **Proposed Development**

This application is for the rezoning of Tax Map number 225-A 36, which is approximately 11.896 acres along the west side of University City Boulevard, from RM-48 to Planned Residential District as amended by Ordinance 1794 adopted by the Town of Blacksburg on January 10, 2012. The development is designed to be a master planned student housing community that incorporates a responsible design approach in keeping with principles laid out in the Comprehensive Plan and the Future Land Use designation for this property.

### **Boundary Map**

The property included in the rezoning request is shown on Sheets Z1.0 & Z1.1. The boundary map and the parcel description below are based on a compilation of maps of record. These metes and bounds do not represent those found by a current field survey of the property.

### **Legal Description**

ALL OF TAX MAP NUMBER 225-A 36

BEGINNING AT A POINT IN THE WESTERN RIGHT OF WAY LINE OF UNIVERSITY CITY BOULEVARD, POINT BEING THE NORTHEAST CORNER OF LANDS OWNED BY THE UNITED STATES POSTAL SERVICE; THENCE ALONG PROPERTY LINE S67°42'16" W A DISTANCE OF 18.62' TO AN IRON PIPE; THENCE S67°36'46" W A DISTANCE OF 633.70' TO AN IRON ROD; THENCE N42°58'14" W A DISTANCE OF 281.27' TO A POINT LOCATED IN THE RIGHT OF WAY OF US ROUTE 460; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING SEVEN (7) COURSES AND DISTANCE:

1. N22°53'36" E A DISTANCE OF 3.25';
2. THENCE N30°17'40" E A DISTANCE OF 130.50';
3. THENCE N 19°00'06" E A DISTANCE OF 250.59';
4. THENCE N 29°21'36" E A DISTANCE OF 150.96';
5. THENCE N 17°06'16" E A DISTANCE OF 163.36';
6. THENCE N 22°53'36" E A DISTANCE OF 383.40';
7. THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 273.71', A RADIUS OF 5661.58', A CHORD BEARING OF N24°16'46" E, AND A CHORD LENGTH OF 273.69';

THENCE N 75°16'16" E A DISTANCE OF 24.28' TO A POINT IN THE RIGHT OF WAY OF UNIVERSITY CITY BOULEVARD; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING SIX (8) COURSES AND DISTANCES:

1. ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 148.82', A RADIUS OF 279.00', A CHORD BEARING OF S09°30'52" E, AND A CHORD LENGTH OF 147.07';
2. THENCE WITH A REVERSE CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 183.85', A RADIUS OF 229.00', A CHORD BEARING OF S01°47'44" E, AND A CHORD LENGTH OF 178.95';
3. THENCE S 21°12'16" W A DISTANCE OF 65.85';

4. THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 249.56', A RADIUS OF 324.11', A CHORD BEARING OF S00°51'14" E, AND A CHORD LENGTH OF 243.44';
5. THENCE S 22°54'44" E A DISTANCE OF 271.46';
6. THENCE S 21°03'54" E A DISTANCE OF 158.00';
7. THENCE S 08°34'16" W A DISTANCE OF 5.05';
8. THENCE S 21°03'27" E A DISTANCE OF 187.91' TO THE POINT OF BEGINNING.

THE AFORESAID PARCEL CONTAINS APPROXIMATELY 11.893 ACRES.

THE AFORESAID PARCEL DESCRIPTION IS BASED ON A COMPILATION OF MAPS OF RECORD AND IS NOT BASED ON A CURRENT FIELD SURVEY.

## **II. Preliminary Layout**

### **Zoning**

The proposed rezoning request is for approximately 11.893 acres along University City Boulevard to be rezoned from RM-48 to PRD Planned Residential District with conditions.

### **Master Plan**

The Master Plan of the proposed development is shown on Sheets Z4.0-Z4.3. The Master Plan graphically designates the location for buildings, parking lot layout, parking structures, roads and access points into the site. It also shows proposed locations for bike racks, amenities, stormwater management areas, sidewalks, etc. Further grading and site engineering may require minor repositioning or relocation of identified elements, such as sidewalks, to accommodate level access and provide required ADA access. Specific design elements of the project are discussed in more detail in the following portions of this application. The project's direct correlation to guiding principles of the Town of Blacksburg Comprehensive Plan is discussed in Section VI entitled Design Principles and Concepts.

### **Project Description and Structures**

Sturbridge Square Apartments is a family owned and operated student focused apartment complex. Constructed in 1974 and bought by the Segar family in 1978. Sturbridge is convenient to Virginia Tech, popular with graduate and undergraduate students, and those who work at the University. Historically, physical occupancy has been very strong due in large part to the site's convenient location. The current leadership team, who is seeking the rezoning, has been in place since Fall of 2011.

The original complex of 144 units and 342 beds was remodeled in 2013 with 24 new units and 96 beds added and occupied in Fall 2015. During and after the remodel and new construction at Sturbridge, it became clear that the almost 12 acre site had even more potential to support additional density, which was further supported by Virginia Tech announcing plans for future student growth by the year 2022. In mid/late 2015, The Sturbridge leadership team with business partners

worked on developing concepts that supported limited sections and areas of redevelopment within the existing layout to serve the underdeveloped one bedroom market that currently exists in Blacksburg. During this process, it became clear that the opportunity was more than the limited scope of only the north section of the property.

Upon rezoning approval, the existing buildings onsite will be removed, with the exception of the two newest buildings completed in 2015 (96 bedrooms in a total of 24 units will remain). The proposed development will include two options for housing – standard one level apartments and a two level apartments that functions like a townhouse. For the purposes of this application, these buildings will be referred to as Townhomes. The proposed townhome buildings (Buildings 3 & 4 on the Master Plan) will each have a lower basement level with 1- or 2-bedroom apartments. Above that will be two sets of 2-level townhomes, creating a 5-story building (including the basement). There will also be two (2) apartment buildings, labeled as Building 1 and Building 2 on the Master Plan. Building 1 will have four (4) stories and have direct access to the parking garage. Building 2 will have five (5) stories. The total number of proposed bedrooms is 956, bringing the total bedrooms on site up to 1,052.

One of the greatest assets of the existing Sturbridge Square complex is that it is home to several different age groups and student types. There are younger undergrads as well as older undergrads, grad students, professional and retirees. During the design process, the owners wanted to maintain the idea that different “neighborhoods” could exist within the overall development plan. The proposed master plan and building plans reflect this desire. Building 1 will be primarily 4 bedroom units which would cater to the younger undergrad students. It will also be home to the more intensive outdoor amenities such as the swimming pool. The two remaining existing buildings, which are all 4 bedroom units, are in this area of the site as well. Building 2 will be fairly evenly mixed with studio units and 1 and 2 bedroom units which will cater to the older undergrads and graduate students. A small number of 3 bedroom units will also be in this building. Building 2 outdoor space will have more passive recreational opportunities. Buildings 3 and 4 will be a mix of 1, 2, 3, & 4 bedroom units but most are setup as the Townhome style which again tend to be desired by a more mature user such as a young family or young professional.

The designation for each type of housing will be as follows:

- Existing on site = 438 bedrooms
- To be removed = 342 bedrooms
- To remain = 96 bedrooms
- Proposed Townhomes = 192 bedrooms
- Proposed Apartments below Townhomes = 20 bedrooms
- Proposed Apartments (2 buildings) = 744 bedrooms

The maximum number of residential units for the development will be 441 (37.08 units per acre). The maximum bedroom count will be 1,052 bedrooms (88.45

bedrooms per acre). There will be a mix of 1, 2, 3, and 4 bedroom units. The current bedroom breakdown shown on the attached plans is as follows:

- Existing Apartments
  - (24) 4-bedroom units
- Townhomes Style Apartments
  - (8) 1-bedroom units (in basement)
  - (6) 2-bedroom units (in basement)
  - (32) 3-bedroom units
  - (24) 4-bedroom units
- Apartments
  - (78) studio units
  - (68) 1-bedroom units
  - (91) 2-bedroom units
  - (24) 3-bedroom units
  - (86) 4-bedroom units

\*Note: During the final construction documents and design process it may be determined that some variation of the unit mix is required. However, if any change is made to the mix, it will not result in any additional units (441 maximum) or bedrooms (1052 maximum) than described above.

The community will also include an amenity center in each apartment building. These will feature a study area, fitness center, lounge, and café. Other amenities may be added to each building as the design is finalized. In addition, there will be multiple outdoor amenity areas located throughout the site in such a way that outdoor amenities are easily accessible from each section of the community.

### **III. Site Development regulations**

#### **Permitted Uses**

The following uses are permitted by right within the planned residential district:

##### Residential

Home Occupation

Multi-family Dwelling

Townhouse

##### Civic

Community Recreation

Utility Services, Minor

##### Miscellaneous

Accessory Structures

#### **Height, Lot Setback, Coverage Ratios & Residential Density**

*Setbacks:* All setbacks shall be ten (10) feet.

*Building Heights:* The maximum height will be 65'.

*Lot Coverage:* The maximum lot coverage for the site will be 80%.

*Floor Area Ratio:* The proposed floor area ratio (FAR) for the site is 1.10.

*Residential Density:* The maximum residential density will be eighty-nine (89) bedrooms per acre.

### **Occupancy**

The proposed Planned Residential District shall have a maximum occupancy requirement for the multi-family units as stated in Section 3113 of the Blacksburg Zoning Ordinance. For the apartments and townhomes, the maximum dwelling unit occupancy shall be a family, plus two (2) persons unrelated to the family; or no more than four (4) unrelated persons.

### **Minimum Open Space**

A minimum of twenty-percent (20%) of the total project area shall be designated as open space. Of that 20%, a minimum of five thousand (5,000) square feet shall be provided for active or passive recreational activities. The amenities shown as open space that allow for recreational activities are:

- Building Amenities
  - Lounge
  - Study Area
  - Café
  - Fitness Center
- Outdoor amenity areas
  - Pool w/ tanning shelf & volleyball net
  - Grill Stations
  - Seating Areas
  - Fire Pit
  - Hammocks
  - Outdoor Games (cornhole, shuffleboard, bocce ball)
  - Small putting green
  - Half Basketball Court
  - Picnic Shelter
- Pet Park

The proposed open space plan is shown on Sheets Z5.0 & Z5.1. Other possible uses may be added to the open space area as the design develops.

### **Parking**

#### **General**

Parking will be provided in surface parking through the site, as well in a four (4) level parking garage as shown on the masterplan. A combination of standard and compact parking will be provided in the garage. Currently the plan is showing approximately 20% compact spaces (see breakdown of parking below). This

number may increase as the design is finalized but will not exceed 30% as permitted by the Town.

### **PRD Zoning Area – Minimum Parking Required**

The parking requirements are as follows:

Multi-Unit Residential: This development is proposing a ratio of 0.75 spaces per bedroom. This lower ratio is based on past experience with student housing developments demonstrating that in these types of communities, not all residents will keep a car on site. Many residents will walk, bike, or take advantage of the nearby Blacksburg Transit stops. Therefore, the lower ratio should still be sufficient to provide parking for residents and guests, but may be increased as design is finalized. In any case, the parking ratio will not exceed 1.1 spaces per bedroom (1,157 spaces) as permitted by the Town.

The following parking ratios are proposed with this project:

Surface Parking: 277 spaces

Parking Garage: 510 spaces

Total Spaces: 787 spaces (0.75 spaces/bedroom)

Compact Parking: 156 spaces (20% of total)

ADA Parking: 16 spaces (2% of total)

### **Bicycle Parking**

The development shall provide bicycle parking at a minimum ratio of 25% of the provided bedrooms for residential units (263 bicycles). The bicycle parking areas will be spread throughout the development, with some provided outside of each building and a large amount provided inside the parking deck in order to offer protection from the elements. A bicycle repair area will also be provided within the parking deck area. This will allow for residents to do general small repair work on their bikes.

### **Project Phasing**

Due to the size and infrastructure relocation required for the project, it is planned to be constructed as one phase. Oftentimes, certain buildings in projects of this size could be complete and ready for a permanent certificate of occupancy before the other buildings are. As construction timing is unknown at this point, the applicant reserves the option to work with Town staff to develop a phasing plan during the site plan process if necessary.

### **Subdividing & Parcels**

The site currently exists as one parcel so no recombination is necessary. Any public roads, open space, or other applicable easements will be dedicated on a final approved plat for the project as required by the Town of Blacksburg Zoning and

Subdivision Ordinances. Utilities serving the parcels shall be designed to meet Town of Blacksburg Water and Sewer Standards.

### **Landscaping**

Landscaping will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the required interior parking greenspace areas, any required buffering and the overall site greenspace and landscaping requirements. Screening will be designed to help mitigate any concerns from adjacent properties or address screening desired by the applicant. Existing vegetation adjacent to outside parcel boundary lines may be preserved as grading allows. If possible, this will keep the existing buffers in place and will help mitigate temporary construction impacts.

### **Site Lighting**

Site lighting will be provided as specified in the Town of Blacksburg Zoning Ordinance. This will include the installation of parking lot lighting to provide night time visibility for residents as well as any other site specific and/or exterior building lighting. Other site specific lighting features could include but be limited to sidewalk lighting and landscaping/accent lighting. Any exterior lighting fixtures located on the proposed buildings will also be designed in the overall photometric plan to ensure compliance.

### **Maintenance**

Overall maintenance of the property will be under the development's ownership and through the owner's designated on-site property management agent. All common space elements including exterior elements such sidewalks, parking lots, and recreational areas will be under the development's ownership and will be maintained at no cost to the general taxpayer.

### **Building Design and Construction**

As this is a primarily purpose built student housing project, the residential units are designed with students in mind, so it is anticipated that roommates will be living in the units rather than traditional families. The layout of the units, common areas, and amenities will be designed and chosen with this demographic in mind. However, based on the location and amenities nearby it is expected that a variety of residents will come to call Sturbridge home. The residences will provide a private bathroom for each bedroom and the common areas will offer activities that are popular among various age groups. The two largest outdoor amenity spaces will be courtyard style areas located in the center of each apartment building, promoting a sense of community among the residents.

The exterior building materials will consist of approximately 25-30% masonry and 70-75% fiber cement. Architectural elevations have been included with the submittal to provide an illustration of how the buildings will look from the street. All buildings will be designed with sustainability in mind and will be Earthcraft certified.

Healthy lifestyles and community living are encouraged by the outdoor amenity spaces, fitness center, café, and dog park. A Blacksburg Transit stop with a shelter is already existing in front of the site, and the community will provide ample bicycle storage in an effort to encourage residents to use alternative methods of transportation.

#### **Entrance Identification Signs**

One free-standing sign will be constructed on the subject property. The main project sign will be constructed at the southern entrance along University City Boulevard. The sign will meet all Town of Blacksburg sign standards.

### **IV. Public Utilities**

All utilities will be constructed to Town standards, and where appropriate, be dedicated to the Town. Public utility easements will be dedicated along water distribution and sewer collection lines outside of the road right-of-way. According to Town staff, there is adequate water and sanitary sewer capacity for this project.

#### **Water and Sanitary Sewer**

The proposed rezoning area is on the western side of University City Boulevard, north of University Place and Kroger, west of the Longview Estates neighborhood, and adjacent to US Route 460. There is an 8" water main on University City Boulevard that serves the existing development. The proposed development will install a new 8" water main, fire lines and service connections throughout the property to serve the new residential layout. The new main will tap into the 8" main in University City Boulevard by the main entrance to the community and will loop around the site. The second tap will be at the northern end of the site. This will provide approximately 675' of separation between the two tap locations. All required fire hydrants will be located within the project as required by Town Code. Preliminary hydrant locations are shown on the master plan but these may change as the design is finalized. The proposed waterline size also may change based on final design criteria.

Gravity sanitary sewer serves the majority of the existing buildings. The majority of this sewer will be removed when the buildings are taken down. The two buildings that are to remain are served by a separate gravity system which connects to a grinder pump. This sewer and grinder pump will remain in place. Currently, the forcemain from this grinder pump connects to a sewer manhole in the parking which will be removed. The section of forcemain that connects to this manhole will be relocated and connected to a new manhole. A new sewer network will be installed to serve the proposed development. All main lines will be located within easements and will be constructed per Town Code.

The preliminary utility layout is shown on Sheets Z4.1 & Z4.2.

Based on Town of Blacksburg Standards and Virginia Department of Health Standards, an average daily flow is estimated for the proposed uses below.

### AVERAGE DAILY FLOW

1. Student Housing: Maximum of 1,052 total bedrooms

*Design Assumptions and Calculations:*

Water and Sewer usage for residential use is 100 gal/day per  
bedroom = 105,200 gal/day

2. Amenity Areas

*Design Assumptions and Calculations:*

Amenity Area = 1,000 gal/day

Total Water/Sewer Usage By Amenity Areas = 1,000 gal/day

**TOTAL ESTIMATED WATER/SEWER USAGE BY PROPOSED DEVELOPMENT =  
106,200 gallons per day**

This is an increase of 61,400 gallons per day when compared to the existing average daily flow (estimated to be 44,800 gal/day).

Applicant will construct or cause to be constructed at no expense to the Town all water/sewer mains and appurtenances on the Property and will connect the water/sewer mains to publicly owned water/sewer mains. All water mains and sewer mains will be constructed to the standards of the Town, will comply with the regulations and standards of the Town and will comply with the regulations and standards of all other applicable regulatory authorities. All water mains and appurtenances and sewer mains will be dedicated to public use unless otherwise directed by the Town of Blacksburg. Any water mains and appurtenances and/or sewer mains that must be relocated as part of the development will be relocated by the applicant at no cost to the Town.

### Water Quality & Stormwater Management Standards

The project site consists of one parcel totaling 11.893 acres. The site is bound by the US 460 Bypass on the north and west, the United States Postal Service to the south, and the Longview Estates development to the east. Currently, there is an existing apartment complex with associated parking on the site, totaling 5.87 acres of impervious (49% of the site). Existing soil conditions on-site include the types listed below with slopes of 2%-25%. There are no wetlands or jurisdictional waters present on site. The site currently drains naturally to the west and discharges into one of two pipes which both cross under US 460 and eventually outfall into a tributary of Tom's Creek. Surrounding areas consist of single family residential, high density residential, and commercial development.

A Stormwater Concept Plan and Narrative has been submitted with the application that addresses the Town and State stormwater quantity and quality requirements.

### **Pre-Development Summary**

The development site is broken into two distinct drainage areas. Runoff from the northern portion of the site travels with curb and gutter, conveyance ditches, and overland flow to a 48" reinforced concrete pipe under US Route 460, hereafter known as Point of Analysis 1. Runoff from the southern portion of the site flows to a 36" corrugated metal pipe under US Route 460, hereafter known as Point of Analysis 2. A significant portion of both watersheds is made up of offsite runoff, which is piped through or around the development site to one of these two culverts.

The development was recently expanded in 2013 to include two additional apartment buildings and parking in the southwest corner of the site, hereafter known as the Southern Expansion. Stormwater management BMPs were constructed for the recent development in the southwest corner of the site. There are currently no BMPs serving the proposed development to be constructed as part of this plan. Additional BMPs have been previously designed and approved to cover the additional reserve parking areas part of the Southern Expansion plan, however these BMPs proposed by others have not been used towards achieving water quantity or quality requirements for this development.

All volume routing and peak flow calculations have been analyzed using the SCS/TR-55 Weighted-Q method. See HydroCAD report for time of concentration calculations.

### **Post-Development Summary**

The proposed site will be graded in a manner which largely maintains the current drainage boundaries to Points of Analysis 1 and 2. Curb and gutter and drop inlets will be utilized to capture runoff from the vast majority of the parking and building areas into bioretention areas and underground detention BMPs. Based on preliminary calculations, the underground detention systems will need to provide up to 24,000 ft<sup>3</sup> of storage for mitigation of larger frequency storms. Outflow from the systems will be controlled by orifice/weir structures within oversized outlet manholes and then discharged via storm sewer directly towards the existing culverts under US 460. The 100-year storm will fill the systems to capacity, but does not exit either system above grade. Discharge from the 100-year storm will be directed into the culverts under US 460 and would then continue downstream as it did in the predevelopment condition.

The remainder of the site, primarily small sections of pervious and disconnected impervious area, will sheet flow (direct runoff) either offsite or towards University City Boulevard as it does in the predevelopment condition. In accordance with 9VAC25-870-66 subsection D, the total volume of sheet flow leaving the site has been reduced to prevent the effects of down-gradient erosion, sedimentation, or flooding. No further water quantity controls are required for these areas.

As explained in the Pre-Development summary, routing of the 10- and 100-year storms through the Southern Expansion detention system has been disregarded (inflow=outflow) in both the pre- and post-development condition. The total volume of runoff reaching the existing detention system had been reduced, with the

remainder of that runoff being directed into the new BMPs in the post-development condition. All volume routing and peak flow calculations have been analyzed using the SCS/TR-55 Weighted-Q method. See HydroCAD report for time of concentration calculations.

Water quality compliance has been achieved through use of the Virginia Runoff Reduction Method in accordance with the design criteria set forth in 9VAC25-870-65. Required pollutant removal for this site has been achieved using bioretention filters (VA DEQ Specification No. 9) and manufactured treatment devices (MTDs).

The existing site has a pre-development impervious land cover of 5.68 acres (51%). The post development site has an impervious land cover of 7.84 acres (71%) resulting in a composite runoff coefficient ( $R_v$ ) of 0.73. The prescribed phosphorus pollutant reduction requirement of 6.57 lb/yr has been achieved through the BMPs as designed within. The actual phosphorus pollutant reduction achieved is 7.30 lb/yr.

### **Channel Protection**

In accordance with 9VAC25-870-66 (B), concentrated stormwater flows have been discharged to a series of stormwater conveyance systems, first one of two pipes under US Route 460, then a natural stormwater conveyance system. At the discharge point, the point of analysis unavoidably includes runoff from adjacent areas not part of the project site. Since the energy balance requirement is to be applied to the development site only, this flow rate reduction has been entered into the pre-development model to obtain a maximum flow rate at the downstream point of analysis, accounting for the energy balance reduction on the development site drainage areas. Per the equations in the narrative, the pre-development flows from the site have been multiplied by the prescribed reduction rate in the HydroCAD calculations labeled "Channel Protection".

The downstream conveyance system carries flows from the site to a point (confluence with Toms Creek,  $\pm 7,740$  acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 4(a) of the regulations (at least 1,112 acres). Per subdivision (3)(a), the maximum post-development peak flow rate from the one-year 24-hour storm shall be calculated per the equations included in the narrative.

### **Flood Protection**

In accordance with 9VAC25-870-66 (C), concentrated stormwater flows have been discharged to a series of stormwater conveyance systems, first a manmade 48" concrete pipe under US Route 460, then a natural stormwater conveyance system. This conveyance system carries flows from the site **Error! Bookmark not defined.** to a point (confluence with Toms Creek, 7,740 acres) where the contributing drainage area is less than or equal to 1.0% of the total watershed area as defined in subdivision 3 (a) of the regulations (at least 1,112 acres). As shown on the attached HydroCAD calculations, the point of discharge releases a post-development peak flow rate for the 10-year 24-hour storm event that is less than the pre-development

peak flow rate from the 10-year 24-hour storm event, satisfying subdivision 2(b). Per subdivision (3), no further analysis of the downstream stormwater conveyance system is required.

### **Downstream**

Runoff from the proposed development is discharged directly into to a series of natural and manmade conveyance systems. These conveyance system carry flows from the site downstream to the 1% analysis point. Portions of the channel to the 1% point are known to be inadequate to convey existing drainage flows in the pre-development condition. The post-development peak runoff has been mitigated via runoff reduction measures such as bioretention filters and underground detention facilities to prevent adverse impacts from this site to downstream properties in the form of channel erosion and flooding. An existing Town-maintained stormwater management facility provides further mitigation of peak flows leaving Point of Analysis 1.

Per 9VAC25-870-66 subsection A, compliance with Minimum Standard 19 of the Virginia Erosion and Sediment Control Regulations has been satisfied by meeting the requirements of the for channel protection and flood protection as shown in the Post Development Summary. No adverse impacts to downstream properties are expected as a result of this development.

### **Environmental Impacts & Concerns**

There are currently no known specific environmental issues or concerns on the subject property. However, industry standard due diligence must be performed prior to the start of construction to determine if there were any previous environmental concerns such as underground storage tanks. The property will also be investigated to determine if there are any jurisdictional waters on the property such as streams or wetlands. If any evidence is found and prior to any development, the property would have to be delineated, confirmed by the US Army Corps of Engineers, and all appropriate permits filed and mitigation provided as necessary. During construction it will also be necessary to provide all required erosion and sediment control measures along the stream to avoid any sediment and silt from reaching the stream.

### **Trash Pick-up**

There will be multiple locations throughout the site for trash and recycling disposal. Each apartment building will also have a trash chute and trash compactor. The final design may also dictate alternate locations for the dumpsters if it is determined that the current locations are not easily accessible to the users or for trash pickup providers.

### **Other Utilities**

Utility connections such as power, phone, cable television, gas, and any other miscellaneous utilities serving this community shall be located underground. Some relocation of existing utilities may be necessary. Coordination with AEP and the other private utility companies will be required.

## V. Traffic Circulation Pattern

### Public Roads, Access Drives and Vehicular Traffic

There are two points of access into the property as currently proposed. The main entry is on the southern side of the site near the intersection of University City Boulevard and Broce Drive. This entrance will be the primary access for the apartment buildings and the parking garage. The secondary entrance will be located approximately 300' north on University City Boulevard and provide access closer to the townhomes. Both proposed driveways will be in locations of existing driveways and will provide adequate sight distance. The site currently has seven (7) entrances total, so five (5) driveway connections will be removed, therefore improving safety along University City Boulevard. This reduction of entrances will not only minimize auto conflicts but will vastly improve the safety of pedestrians and bicyclists along University City Boulevard. Drive aisles and parking areas will service the apartments as shown on the masterplan. These parking lots and aisles will be designed to meet Town standards.

By completing the Town of Blacksburg VDOT Traffic Impact Analysis (TIA) Supplemental Application, it has been determined that a TIA is not warranted with this project. The trip generation numbers for the existing and proposed uses are shown below for the AM Peak, PM Peak and Weekday totals, in order to show the anticipated increase in traffic due to the higher bed count.

<i>Use</i>	<i>ITE</i>	<i># of persons</i>	<i>Sq.Ft.</i>	<i>AM In</i>	<i>AM Out</i>	<i>AM Total</i>	<i>PM In</i>	<i>PM Out</i>	<i>PM Total</i>	<i>Weekday</i>
<i>Existing</i>	220	438	n/a	25	98	123	114	61	175	1,450
<b>Proposed</b>	220	1,052	n/a	59	236	295	274	147	421	3,482
<i>Proposed Increase</i>		614		34	138	172	160	86	246	2,032

### Blacksburg Transit

The project is located on a portion of University City Boulevard that is currently served by several Blacksburg Transit stops. The Tom's Creek route stops at a bus shelter in front of the site and continues on a loop directly through campus by way of West Campus Drive, Washington Street, and Kent Street. The University City Boulevard route stops on the opposite side of the street for anyone traveling back from campus. Both routes also stop within 530' south of the site in front of Kroger. This is a very heavily used bus stop and it is anticipated that ridership will increase with the additional bedroom count proposed with this application. The applicant is proffering to construct a larger covered bus shelter in the location of the existing bus shelter upon final determination of need from Blacksburg Transit.

### Pedestrian Walks

Sidewalks will be provided throughout the site to connect the residential buildings to the amenities, the parking area, other units, and the public walkway. Sidewalks within the Town right of way will be standard 5' width. Sidewalks interior to the project will be 3'-5' in width and may be constructed with varying materials based

on the final hardscape plans. Any sidewalks will that will serve as accessible routes will meet ADA requirements. The proposed sidewalk network is shown on Sheet Z4.1 & Z4.2.

## **VI. Design Principles and Concepts**

### **Zoning, Existing Land Use and Comprehensive Plan Vision**

The property is currently zoned RM-48 –Medium Density Multi-Unit Residential. It is located in an area classified as an A3 Multi-Unit Residential Neighborhood on Map C in the Comprehensive Plan. A-3 areas are defined as neighborhoods that are “primarily apartment developments rented to students due to the proximity of the Virginia Tech campus.” Fewer lifestyle conflicts are expected in these areas due to the fact that they are larger properties where all of the residents have similar lifestyle expectations. The following is a list of applicable issues for A-3 neighborhoods outlined in the Comprehensive Plan. These issues have been considered in the design of this redevelopment.

- Transit service in these areas should continue to meet resident’s needs
- Enhancing sidewalk, trail, and bicycle opportunities that link these areas of high concentrations of people with Downtown and the University core campus will be beneficial
- New developments and redevelopments should:
  - Consider providing open areas and recreational opportunities within their developments
  - Provide strong property management and maintenance
- Through education of residents, owners, and property managers, as well as the Town’s zoning enforcement property maintenance programs, seek to minimize lifestyle conflicts that may occur at the interface of these higher density developments with adjacent residential neighbors
- Coordination with Virginia Tech on the redevelopment of property located east of the US 460 Bypass between Prices Fork Road and Glade Road will affect these areas. Specifically, the area adjacent to University Mall is suitable for high-density, multi-family housing
- New multi-family developments in these areas should de-emphasize parking areas, maximize the use of alternate transportation options, be walkable, connect to other developments, have a street presence, and use other principles as detailed in the Residential Infill Guidelines
- If additional student housing is not provided on-campus, the University should consider providing additional student residences only on property that is currently designated on the Future Land Use map for this high density residential use.

The site is currently designated as High Density Residential in the Town’s Comprehensive Plan Future Land Use Map. This Future Land Use is defined as having more than ten dwelling units per acre, or more than 20 bedrooms per acre. The typical implementing zoning districts for this use are RM-27, RM-48, and PRD. The property is surrounded by three primary zoning designations: R-4, RM-48 and General Commercial. The residences across University City Boulevard are single family residences within the Longview Estates neighborhood. The residences to the

southwest are condominiums within the University Place development. Assessed property values in these neighborhoods range from the low \$100,000's to the low \$200,000's.

The Housing portion of the Comprehensive Plan specifically details the challenges that exist in the Blacksburg housing market with respect to undergraduate students. While enrollment at Virginia Tech has increased in recent years, the amount of on-campus housing has not increased at the same rate therefore resulting in a greater need for off-campus student housing. As undergraduate students infiltrate traditional neighborhoods, there are lifestyle conflicts that will arise, creating tension between the students living in rental properties and the neighboring homeowners. The Town is concerned with several issues that may arise from off-student campus housing being provided in traditional neighborhoods, including poor property maintenance, absentee landlords, and over-occupancy. Keeping this in mind, it is easy to see the need for additional off-campus student housing that won't have a negative impact on traditional neighborhoods.

This section of town contains several apartment complexes, in addition to the community currently existing on this site, which are rented to students including Shawnee Apartments, Chasewood Downs, Terrace View, and several other communities. This is a prime location for student housing given the proximity to campus, the availability of multiple bus stops, and the accessibility to Kroger, the Math Emporium, restaurants, and other retail opportunities. The site currently provides housing for 438 people, but with the redesign, the number of people it can accommodate will more than double. By providing the housing in three (3), four (4) or five (5) story buildings, and using a parking deck for a large portion of the parking needs, the site will also have an increased amount of usable open space when compared to the existing development.

As this is a high density residential development across from a traditional neighborhood, the Residential Infill Guidelines have been considered in the design of this site. The proposed development will meet the following criteria from the Residential Infill Development Guidelines listed in the Comprehensive Plan:

- **Building Orientation:** The buildings are all oriented towards the street with several of the units have direct access to the University City Boulevard sidewalk system. This along with the landscaping and greenspace provide a visually impressive street edge.
- **Building Frontage/Entries:** An increased greenspace and landscaping will be provided along the front of the building in order to provide a streetscape. Sidewalks will also connect certain units that front on University City Boulevard to the public sidewalk.
- **Setback:** The structures create a consistent setback from University City Boulevard.
- **Off-street Parking:** There will be very limited parking visible from University City Boulevard. The majority of parking will be provided to the sides and rear of the apartments buildings. Parking will also be

provided in a parking structure which will be located behind Building #1.

- **Screening/Landscaping:** Landscaping may be provided around the perimeter of the property in order to provide screening and buffering for the proposed residents from the commercial uses to the south and US 460 Bypass.
- **Open Space:** A minimum of 20% open space will be provided for the development with several options for recreational space for the residents. Each apartment building will include an amenity area with options such as a fitness center, study area, and café. Multiple outdoor recreation areas will be provided as well, including a pool, basketball court, pet park, and several other outdoor activities.
- **Walkways:** There will be walkways provided throughout the site to provide accessibility between the residential units, the amenity areas, the parking areas, and the public sidewalk. Several units along University City Boulevard will also have direct sidewalk access to the UCB sidewalk infrastructure.
- **Scale and Massing:** The buildings maintain a three to four story elevation along University City Boulevard. The five story elevation is only seen from the rear of the property.
- **Character and Content:** The majority of the existing buildings on the site were built several decades ago. While they're still functional, the redesign of the site as proposed will provide a more modern and higher end look architecturally.
- **Streetscape:** There will be a large amount of space between the buildings and the public sidewalk available for landscaping in order to provide a streetscape along University City Boulevard.
- **Sidewalks:** Sidewalks will be constructed throughout the project providing safe means of travel for the residents.
- **Crosswalks:** The two new entry locations will be striped for crosswalks to provide protection for pedestrians and bicyclists.
- **Bicycle Facilities:** Multiple open air and covered bicycle facilities will be provided within the project to encourage biking. A bike repair area is also proposed with this project.

The elements that directly conform to the issues and principles stated in the **Town of Blacksburg 2046 Comprehensive Plan** are listed below and reference the Policy Chapter as updated October 14, 2014. The italicized text is from the Comprehensive Plan, while the regular text is the how the proposal meets these guidelines.

## COMMUNITY CHARACTER PRINCIPLES

### Objectives & Policies

*CCP 1. Well-designed pedestrian and bicycle friendly routes and facilities are essential to the Town's identity as a walkable and bikeable community. Pedestrian circulation systems are required to be constructed in all new developments.*

*Connections to the existing Paths to the Future routes should be made where possible through new development or Town programs.*

The proposed development has a sidewalk network connecting the separate buildings to each other and to parking and amenities. In addition, the site connects to the public sidewalk along University City Boulevard and is within easy walking or biking distance to the Math Emporium, Virginia Tech Campus, Kroger, Macado's, and multiple other shopping, dining, and commercial opportunities, including banks and pharmacies.

***CCP 2. Lifestyle conflicts are inherent in a college town, where neighborhoods may have a mix of students and non-students.*** *Students moving into established neighborhoods may have different expectations than neighbors with regard to noise, upkeep, parking, and occupancy. Property management, education and code enforcement can mitigate some of these conflicts. This is an important issue for residents.*

The proposed development is not within a traditional neighborhood, but is located across University City Boulevard from Longview Estates. However, there has been an apartment complex on this site for several decades without any noticeable issues arising. While the new community will have an increased number of residents when compared to the existing community, it is not anticipated that this will cause a greater disruption for the residents of Longview Estates, as the parking and amenities will be predominantly located to the rear of the site behind the buildings or within the building courtyards.

***CCP 6. Creation of public and private parks and recreation amenities is an important part of land use development decisions.*** *A variety of gathering spaces should be available to citizens throughout the Town. Recreation areas should be thoughtfully designed to meet the needs of the development, neighborhood or broader community.*

There will be multiple recreation opportunities within the development, including several outdoor amenity areas and an indoor amenity area in each apartment building. These areas will provide a place for residents to gather and promote a sense of community.

***CCP 13. Increasing the safety and efficiency of traffic flow on arterial and collector roads is important in maximizing the functionality of the transportation network.*** *For commercial developments: minimize curb cuts and driveways, add internal connections between adjacent properties and optimize signal timing. For residential developments: design an internal connected street grid system as well as connections to the external street system, along with traffic calming measures.*

The proposed development will have two (2) entrances to promote efficient traffic flow throughout the community. The existing development has seven (7) entrances, so the number of curb cuts will be reduced, increasing driver and pedestrian/bike safety along University City Boulevard.

***CCP 14. Transit connections and bus stop facilities are important components to support transit as a viable transportation option in Town.*** *These elements should*

*be part of the design of new developments and be coordinated with Blacksburg Transit regarding service availability.*

Blacksburg Transit has multiple existing stops near the site, including a shelter in front of the site and another shelter approximately 530' south of the site. These stops are part of the Tom's Creek route which continues to loop through campus. The University City Boulevard route stops on the opposite side of the street after leaving campus.

**CCP 16. Responsible site design and development practices will minimize environmental impacts within the Town.** *Any residential, commercial, industrial, or agricultural development or redevelopment should meet and exceed federal, state, or local regulations to minimize impacts of soil erosion, stormwater run-off, and non-point source pollution.*

The submitted stormwater management plan shows that the proposed development will be able to handle stormwater run-off from a quality and quantity standpoint by utilizing onsite facilities and the existing Town stormwater management facility.

**CCP 17. The preservation of open spaces is an important part of community identity.** *Provision of private and public open spaces on both a small scale and large scale can be achieved by protecting environmentally sensitive areas and scenic vistas, and promoting agricultural and forestal lands. Dedicated open space, passive recreational open space and community gardens within developments are ways to preserve open space.*

Over 20% of the property has been shown as open space. There are four (4) separate, distinct areas for outdoor activity:

1. Pet park
2. Basketball Court/Picnic Shelter
3. Building 1 Amenity Area (Pool, grills, volleyball)
4. Building 2 Amenity Area (Grills, fire pit, putting green, outdoor games)

In addition, there is a large amount of non-recreational open space, which encompasses the stormwater management areas and other greenspaces.

**CCP 18. Minimize light pollution, balancing dark skies with a safe pedestrian and vehicular experience at night.** *The design and placement of new lighting for buildings, parking areas, or streets should have minimum impact of light spillover and glare on surrounding uses with special attention given to lighting when transitioning from higher intensity to lower intensity uses. Lighting should be the minimum necessary to have a safe environment.*

The majority of the development will only have lighting that is typical of residential neighborhoods. Additional parking lot lighting will be required however, these lights will be full cutoff type fixtures and will minimize light pollution.

**CCP 19. For safety, appearance, and maintenance reasons, new developments are required to place utilities underground.** *Where feasible and financially possible through developer contribution, Town subsidization, or other financial sources, existing above-ground utilities should be relocated underground.*

New and relocated utilities shall be located underground as dictated by the zoning ordinance.

## LAND USE

### Objectives and Policies

*LU.4. Explore programs to encourage more construction in Town of EarthCraft certified and U.S. Green Building Council's LEED certified buildings.*

The development will be EarthCraft certified.

*LU.6. Consider the compatibility of development with surrounding uses. Utilize strategies such as landscaping or other buffering techniques along with modification of site design to minimize impacts and facilitate compatibility.* Because this is a redevelopment of an existing student housing apartment complex, a new use is not being introduced. The residents of nearby traditional neighborhoods are accustomed to living in close proximity to high density student housing complexes. In an effort to continue the peaceful relationship between these different types of residents, the largest outdoor amenity areas will be located in the building courtyards, therefore providing a visual buffer, as well as a buffer for the noise that may be created with outdoor activities. Additionally, parking will be primarily located to the rear of the site and the residences will be accessed on the courtyard side of the buildings.

*LU.7. Encourage developers to work with surrounding property owners and tenants to resolve community concerns prior to formalizing development plans.* Sturbridge Square has been a very active and concerned neighbor along this stretch of University City Boulevard for many years. Design of the new development has arranged buildings, parking areas and active recreation areas in a way to minimize impact on the adjacent community. Further concerns and issues can be addressed through the neighborhood meetings incorporated into the rezoning process.

*LU.18. Protect the integrity and quality of forested areas as buffers, wildlife habitats, and pollutant removal systems. Ensure the retention of existing high quality trees and woodlands and the planting of new trees during land development.* The project plans to preserve existing vegetative buffers along the 460 Bypass.

*LU.19. Regulate the amount of noise and/or light produced by land uses to minimize impacts on nearby properties.*

The development is not directly adjacent to a lower density residential neighborhood. The only single family residential area is across University City Boulevard. Existing landscaping on these single family properties, as well as a streetscape on the proposed property, will contribute to reducing noise pollution for these single family homes. All parking lot lighting will be designed to minimize light pollution. The other adjacent uses are the post office and University Place, a high density residential neighborhood which currently has existing landscape buffering along the shared property line.

*LU.20. Protect the integrity and quality of water resources in the Town.*

All federal, state and local stormwater quality and quantity requirements will be met with the project.

## **SUSTAINABLE COMMUNITY**

### **Objectives and Policies**

*S3. As part of the development review process, consider how well the proposed application supports the Town's community commitment to sustainability.*

The proposed development will bring a larger population to this commercial area, providing more potential opportunities for money to be spent at the local businesses. The development will address environmental issues, by providing a large amount of green space and encouraging alternate modes of transportation. The courtyard areas will promote a sense of community and provide a space for community events to take place.

*S.9. Educate and encourage residents and private businesses when constructing or renovating homes and buildings to be more energy efficient and meet Earthcraft or U.S. Green Building Council LEED building rating system standards.*

The development will be constructed to be energy efficient and will be EarthCraft certified.

## **ENVIRONMENT**

### **Objectives and Policies**

*EN.39. Establish programs and incentives to reduce energy use in multi-family housing units.*

As the project is proposed as an EarthCraft Certified multi-family housing development, the applicant would be in support of such incentives.

## **PARKS & RECREATION**

### **Objectives and Policies**

*PR.3. Create an interconnected regional and local system of trails and walkways. Ensure that recreational facilities and programs are easily accessible by the Blacksburg Transit system, sidewalks, bike lanes, greenways and other pedestrian links.*

Proposed sidewalks will connect to the public sidewalk which will provide access to Blacksburg Transit stops, a walkable or bikeable route to campus, and multiple retail options.

## **TRANSPORTATION**

### **Objectives and Policies**

#### **Sidewalks**

*T.1. Implement the Paths to the Future Map to create a cost-efficient infrastructure of multi-purpose trails that connects to residential areas, parks, schools, businesses, and other community amenities.*

There is an existing public route along University City Boulevard in front of the site, to which the community sidewalks will connect.

*T.10. Complete the construction of a connected sidewalk system:*

- *Require the inclusion of sidewalks or multi-purpose trails in all new subdivisions.* Sidewalks will be provided.

- *Minimize curb cuts.*

Curb cuts have been reduced on University City Boulevard from seven (7) for the existing community to two (2) for the proposed development.

- *Ensure the sidewalk system is ADA accessible.*

Sidewalks will be accessible as permitted by topography and road grades and as required by the VHDA standards.

*T.12. Maintain and improve the aesthetic quality of the pedestrian environment by planting street trees and other landscaping and installing street furniture where appropriate.*

A streetscape will be provided along University City Boulevard.

## **Transit**

*T.28. During the development review process, ensure that transit service and access to/from the transit stop and the development are provided.*

There is an existing Blacksburg Transit stop with a shelter directly in front of the site. The community sidewalk will connect to the public sidewalk to provide a direct and safe route to the bus stop. A proffer has been included which guarantees further coordination with BT if a more suitable shelter is deemed necessary by Sturbridge Square and BT.

## **Parking**

*T.50. The development review process ensures:*

- *Surface parking facilities area landscaped and appropriately lighted.*

The parking lot and parking structure will be landscaped and lighted as required.

- *Structured parking facilities are designed to minimize the visual impact of the bulk of the structure and the horizontal appearance of a parking deck.*

The proposed parking deck will be located behind Apartment Building 1 and will be four (4) stories high. The bottom two (2) stories will be below the first floor of the apartment building, which will be located in front of the deck. Therefore, the apartment building will be two (2) stories higher than the parking deck and will block the view of the deck from University City Boulevard. View of the parking deck from the 460 Bypass will also be limited based on the existing evergreen trees along the right of way line and the two existing apartment buildings that will remain with this proposal.

- *New parking lots minimize impacts on stormwater.*

Runoff from all new impervious areas will outfall the site at a rate equal to or less than the predevelopment rate for the 1-, 2-, and 10-year storms.

*T.52 Promote alternative modes of transportation, including the development of a shuttle or trolley service between the commercial centers and outlying parking nodes and mixed-used areas.*

Alternative modes of transportation will be promoted by easy access to the Blacksburg Transit, and by providing multiple bike storage opportunities throughout the community.

## **UTILITIES**

### **Objectives and Policies**

#### **Public Water System**

*U.5. Require new developments to utilize pipe design and construction of the water system in accordance with Town Code and development standards.*

All new water and sewer systems proposed with this project will meet all Town development standards.

#### **Solid Waste Management & Recycling**

*U.12. Promote and expand waste reduction, reuse, and recycling locally and regionally by citizens, government, and private businesses.*

The community will encourage recycling by providing a container for recyclable materials alongside each trash receptacle on site.

#### **Electrical Services & Natural Gas**

*U.18. Regarding underground utilities:*

- *Require that new installations of utilities in developments be constructed underground.*

All new utilities serving the development will be underground installation.

## VII. Adjoining Landowners

Owners of land adjoining the site are shown in the following chart, listed by tax map parcel numbers with the name and mailing addresses:

<b>STURBRIDGE SQUARE, LLC REZONING REQUEST</b> Adjacent Property Owners		
<b>Tax Parcel(s)</b>	<b>Owner</b>	<b>Address</b>
225-10 G	UNITED STATES POSTAL SERVICE	P.O. BOX 27497 GREENSBORO, NC 27498-1103
225-1 SEC 3 9	SHINZO & MITSUKO ONISHI	13090 82 <sup>nd</sup> AVENUE SEMINOLE, FL 33776
225-1 SEC 3 60	902 BROCE, LLC	2830 WINDY RIDGE LN BLACKSBURG, VA 24060
225-1 SEC 3 58	SHARON K. & JOHNNY D. OWENS	1101 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 57	STEPHEN D. & MABEL C. JONES	1103 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 56	GRANT SUTHERLAND	1105 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 55	NISHANTSINH B. VAGHELA & RAHUL S. SHARMA	3275 DUBLIN BLVD, APT 429 DUBLIN, CA 94568-4615
225-1 SEC 3 54	MICHAEL J. TACZAK	1465 65 <sup>th</sup> ST EMERYVILLE, CA 94608
225-1 SEC 3 53	JONATHAN D. SIMMONS	1111 LORA LN BLACKSBURG, VA 24060
225-1 SEC 3 52, 5*	RAYMOND B. JR & NANCY M. RENEAU	904 ELIZABETH DR BLACKSBURG, VA 24060

## Proffer Statement for the Application of Sturbridge Square, LLC dated October 3, 2016

Pursuant to Section 15.2-2298 of the Code of Virginia (1950) as amended, and Section 1160 of the Town of Blacksburg Zoning Ordinance, Town Code Appendix A, Sturbridge Square, LLC hereby voluntarily proffers that the property which is the subject of this Application (Tax Parcel #225-A 36) will be developed in accordance with the following conditions. The owner, its successors and assigns, voluntarily proffer for the property as follows:

- 1) The property shall be developed in substantial conformance with the submitted rezoning application entitled *REZONING APPLICATION FOR STURBRIDGE SQUARE PLANNED RESIDENTIAL DEVELOPMENT* (the "Application") dated October 3, 2016.
- 2) Exterior building materials shall not include vinyl siding.
- 3) Covered bicycle parking and bicycle repair areas will be provided within the structure of the parking deck.
- 4) Applicant will provide a suitable covered bus shelter at the location of the existing bus shelter on University City Boulevard along the southeast property line of Sturbridge Square upon final determination of need from Blacksburg Transit.
- 5) All multi-family buildings within the Project shall be designed and constructed so as to be rated "Certified" under the EarthCraft Multifamily 2014 Technical Guidelines. This certification will be performed by a certified inspector from EarthCraft itself within twenty-three months of the last certificate of occupancy issued for the development.
- 6) The development will include a private community center and outdoor amenity areas in the locations described within the application and shown on the masterplan. These areas will include the following amenities: swimming pool, grilling areas, ½ size basketball court, fitness center, community rooms and study areas.
- 7) Infrastructure will be installed to facilitate two (2) future electric car charging stations onsite.

The undersigned hereby warrants that all of the owners of a legal interest in the subject property have signed this proffer statement, that they have full authority to bind the property to these conditions, and that the proffers are entered into voluntarily.

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A. P. Segar, President  
Sturbridge Square, LLC

Commonwealth of Virginia  
County of Montgomery

The foregoing instrument was acknowledged before me this 29<sup>th</sup> day of September

2016, by A.P. Segar of Sturbridge Square, LLC

Kimberley Michelle Moore  
Notary Public

My commission expires: 12/31/20

